

Annual Transportation Priorities Review - 2012

Prepared by: Frederick County Community Development Division

Introduction

The Transportation Priorities Review is conducted annually to address the State primary and secondary highway project priorities and a review of other transportation needs and priorities. The primary focus of the priorities is to provide guidance for the County's preparations of the FY 2013 to FY 2018 Capital Improvement Program (CIP) and to the Maryland Department of Transportation's preparation of next year's draft Consolidated Transportation Program (CTP), which is released in the fall.

The priorities review:

- Provides a multi-modal approach to identifying transportation needs and priorities,
- Establishes priorities for County highway projects.
- Establishes priorities for State primary and secondary highway projects,
- Establishes priorities for bus, rail and bicycle/pedestrian projects,
- Identifies support for funding for the Frederick Municipal Airport,

The Transportation Priorities Review is presented for review to the County Planning Commission, Transportation Services Advisory Council (TSAC), and the municipalities in Frederick County. Comments and recommendations from these groups will be forwarded to the Board of County Commissioners and the Maryland State Delegation for their consideration and final approval. All of the above mentioned presentations are open to the public. County staff also coordinates with individual MDOT agencies as appropriate to review opportunities for consistency in project priorities. The priority listing for State projects are then transmitted to the Maryland Department of Transportation in April.

In April, 2010 the County adopted an update to the Countywide Comprehensive Plan. The Plan provides a countywide focus on land use and transportation and supports a multi-modal approach in addressing the mobility needs of the County.

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- 2 – SHA Highway Needs Inventory (HNI)
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Transportation Funding

In 2001, the County adopted the Building Excise Tax (BET) ordinance, which became effective on February 4, 2002. The BET is applied at the building permit stage to all residential and non-residential construction within the County, including the municipalities, and is restricted to finance capital projects for either county or state public road facilities.

In November of 2011 the Board of County Commissioners reduced the BET to \$0 but kept the ordinance in place. There are still two projects, described below, that have been allocated BET funding that have yet to be invoiced:

I-70/Meadow Rd Interchange – An agreement between the County and State Highway Administration (SHA) has been agreed to in principal to provide total of \$500,000 towards project planning but not yet drawn upon. The total estimated project planning cost is approximately \$1.5 million. This project is in the Draft FY 2011-2016 Consolidated Transportation Program (CTP) but is on hold pending additional funding to restart project planning.

Opposumtown Pike Reconstruction: Thomas Johnson Drive to US 15/Motter Road Interchange – An agreement between the County and Frederick City has been executed to provide a total of \$500,000 toward this project's construction in FY 13 through FY 15. The total estimated construction cost is \$3.6 million. This project would commence construction this spring.

The Draft County FY 2013-2018 CIP includes a line item in the Highways section for Participation in State Projects. Even with the elimination of the BET as a funding source, the Draft CIP continues to propose an allocation of \$500,000 per year beginning in FY 15, with \$800,000 in BET funds allocated between in FY 13 and FY 14.

State Highway Priorities

For the State highways, priorities are grouped into two categories: the **secondary system**, which includes arterial roads such as MD 75, MD 80 and MD 355 and the **primary system**, including such major highways as I-70, I-270, US15, & US340.

Eligible projects for new project planning starts of the priority listing must be included in the State's 2011 Highway Needs Inventory (HNI), which is attached. Local projects currently funded for planning, design or construction is identified in the State's approved FY 2012-2017 Consolidated Transportation Program (CTP) which are listed in the Appendix. The type of priorities includes the following:

- New project planning starts – projects must be listed in the HNI
- Projects moving from planning to design/engineering
- Projects moving from design/engineering to construction
- Projects requiring additional funding to complete a particular phase of a project

CTP Project Additions since 2011 Priorities Report

- US 15 – Motter Avenue Bridge Replacement

State PRIMARY Highway Priority Listing

Project Planning

- 1. I-70/Meadow Road/MD 144 Interchange** This project would add missing ramp movements from eastbound I-70 to Old National Pike and from Old National Pike to westbound I-70.

Project Status: The project had commenced but is currently on hold. Frederick County has allocated \$500,000 towards project planning. The project needs an estimated additional \$1,000,000 to fully fund project planning. Funding is requested for FY 2013 as the County's second overall MDOT priority. It is expected that this interchange would be constructed as a public-private partnership (P3) with the initial construction of the westbound on-ramp to I-70, the most critical need to ameliorate existing traffic congestion on MD 144, being built by developers.

- 2. I-70 Phase 2 "E" / South Street / Monocacy Blvd** This project would address improvements to the substandard section of Monocacy Blvd between South St. and E. Patrick St., which is currently a 2-lane road.

Project Status: Two sections of Monocacy Boulevard, between East Street and South Street and between Gas House Pike and E. Patrick Street, are expected to open in late 2012. The continuation of the dualized multilane section of Monocacy Blvd. from East Street is needed for the safe and efficient movement of vehicles and non-motorized travel along Monocacy Blvd. and the ramps to/from westbound I-70.

Preliminary Engineering

I-270/US 15 Multi-Modal Corridor Study Planned highway improvements include new/reconstructed interchanges, safety improvements, and widening of I-270 and US 15 up to Biggs Ford Rd. The highway widening on I-270 may include Express Toll Lanes (ETL).

Project Status: Completion of project planning for the highway component is currently on hold. Remaining work includes the selection of a preferred highway alternative after which the Final Environmental Impact Statement (FEIS) would be completed for review/approval by Federal Highway. Frederick County submitted its preferred alternative to MDOT in 2009.

Once the preferred highway alternative is approved the project will be divided into breakout projects for the design/engineering phase. The process of identifying and prioritizing these breakout projects will need to be coordinated with the City of Frederick, Montgomery County and the Maryland Department of Transportation.

Recommended Interim Improvements

- Auxiliary Lanes – between interchanges along US 15 between US 340 and MD 26
- Shoulder Enhancements – conduct a feasibility study to assess the demand and cost-effectiveness of upgrading the inside shoulder on I-270 for commuter bus and possibly high occupant HOV's during the peak periods.

Recommended I-270/US 15 Breakout Project Priorities

- US 15 – widening & bridge replacements from I-70 to MD 26
- I-270 – widening from start of ETL Lanes (North of MD 80) to MD 121
- I-270 – widening from I-70 to start of ETL Lanes (North of MD 80)
- US 15/Biggs Ford Road Interchange
- I-270/MD 75 Interchange and MD 75 Relocated (Existing interchange at MD 109 to remain open)

Final Design

I-70 Phase 4 – This is the final phase of the I-70 project and includes the widening of the mainline from two lanes to three lanes in each direction between I-270 and west of Mt. Phillip Rd.

Project Status: The current design would require the widening of 6 bridges. Two of the bridge widenings would require total reconstruction to accommodate the proposed road section identified in the MD 180-351 project planning study. A logical phasing of this project would be to defer the less cost effective bridge widening elements of this project by initially only widening in the median between US 40 Alt. and the ramps just west of US 340/15.

Funding Status/Needs: \$6 million is needed to complete design/engineering. This is a priority freight movement project in the Maryland State Freight Plan.

Construction

US 15/Monocacy Blvd Interchange – Proposes a new interchange as well as approach road improvements to meet current safety and capacity needs. The project also includes a park and ride lot that is expected to serve local transit, regional commuter bus and car/vanpools.

Project Status: Design & engineering is fully funded (Equal \$1.35 Million shares each from SHA, Frederick County and the City of Frederick). Design/Engineering will be completed in 2012.

Funding Status/Needs: Estimated costs include right-of-way at \$13.8 million and construction at \$68.5 million. Funding is requested for FY 2013 as the County's top overall MDOT priority.
This is a BRAC related Project.

State SECONDARY Highway Priority Listing

Project Planning

1. **MD 194** – This project includes the widening to a 4-lane divided roadway between MD 26 and Devilbiss Bridge Road. This project would address both capacity and safety issues. Short term safety improvements need to be made under the System Preservation program.

Project Status: Planning and right-of-way identification for a portion of this project from the intersection of MD 26 and MD 194 to the southern end of the Walkersville bypass at Walkersville High School was completed as part of the MD 26 upgrades completed in the late 1990's. The southern segments would require an environmental re-evaluation prior to moving into the Design & Engineering Phase, while the segment of MD 194 north of Walkersville High School would need a complete planning study.

2. **MD 464 (Souder Road)** – This project includes reconstruction and possible realignment as a two-lane roadway between MD 79 and the eastern limits of the City of Brunswick for the safe and efficient movement of vehicles, pedestrians and bicyclists.
3. **MD 75** – This project can be divided into four segments with different context sensitive improvements.
 - North Segment - relocation from the park and ride lot at Baldwin Rd. to the vicinity of the Bush Creek Brethren Church south of Bush Creek with new bridge over Bush Creek and CSX railroad.
 - MD 80 Intersection – realignment to create a four-legged intersection with MD 80 and would include relocation of southern leg of MD 75.
 - Middle Segment – section from south of MD 80 to Lewisdale Rd. involving reconstruction as a 2-lane roadway to primarily address safety improvements.
 - South Segment – Included as part of the I-270/US 15 Multimodal Corridor Study

Final Design

1. **MD 85 Phase II** - Widen to 4-lane divided roadway from South of Crestwood Blvd to English Muffin Way with a new bridge over Ballenger Creek.

Project Status: Project planning has been completed. Funding is requested for FY 2013 as the County's third overall MDOT priority.

2. **MD 85 Phase III** - Reconstruct to 4/6-lane divided roadway from Spectrum Drive to Guilford Drive.

Project Status: Project planning has been completed.

3. **MD 180-351** - Ultimate widening to 4-lane divided roadway with US 340/15 ramp reconstruction from Greenfield Drive to Corporate Drive. Interim P3 improvements to widen and provide intersection improvements to along MD 351 from north of Solarex Court to south of Ballenger Center Drive are funded for final design as a SHA System Preservation break out project .

Project Status: Project planning is fully funded (County contributed \$500,000 to project planning). The County has selected Alternative 3-Option B Modified as its preferred alternative along with Butterfly Lane Relocated. Project planning is expected to be completed in 2012.

Construction

MD 85 Phase I - Reconstruct existing I-270 interchange with roadway widening from south of Crestwood Boulevard to Spectrum Drive.

Project Status: Phase I is fully funded for the design/engineering phase with County contribution of \$2.1 million toward planning, design and engineering. Full design/engineering completion has been delayed and is now expected to be complete by Fall 2013. There is no funding for right-of-way or construction, which is currently estimated at \$121 million.

Public-Private Partnerships

US 340/15 Interchange – As part of the mixed use development (MXD) project for the Jefferson Technology Park, the developers will be required to design and construct an interchange connecting US 340/15 with MD 180. Design is largely complete.

I-70/Meadow Road Interchange – Adjoining development in greater Lake Linganore would provide opportunities to construct the critical missing on-ramp to westbound I-70 under SHA permit in the short term and others to build the less critical eastbound off-ramp and the Meadow Road/Old National Pike dog-leg widening later (requires SHA to provide federal approvals for the access with I-70).

MD 85/I-270 Northbound Ramp Intersection – Design and reconstruction to add additional northbound left and southbound right approach lanes on MD 85; funded at \$2.5 million in the County CIP with technical assistance and permitting by SHA; contributions from corridor developers has accumulated to approximately \$900,000.

MD 351 –Widen and provide intersection improvements from north of Solarex Ct. to south of Ballenger Center Drive. The City of Frederick and SHA have executed an agreement to provide final design. County and City developer escrow contributions total approximately \$1.2 million toward the design and construction of this project. Construction would be performed by SHA or a developer under SHA permit.

MD 75 – Relocation of up to 1-mile of roadway at its intersection with MD 80 to eliminate the current dog-leg offset. Currently, the Landsdale PUD is conditioned, as part of their Phase I rezoning approval, to design and construction this improvement. This project is currently under review and is subject to change.

The status, description and funding of major State highway Projects in Frederick County included in the FY12-FY17 Maryland Consolidated Transportation Program is detailed in the appendix.

Local Transit

For transit projects the priorities are divided into local priorities for TransIT Services and regional priorities for transit / commuter service. The priorities include capital and/or operating projects.

The April 2007 Transportation Development Plan (TDP), provides guidance for the development of community transportation services for a six-year period. The plan forecasts operational and capital needs related to fixed-route transit, paratransit and commuter shuttle services. The plan recommends a phased expansion of transit services in both the rural and urbanized areas of the County focusing on areas of residential and employment growth. Transit friendly design standards supportive of future transit growth are also recommended.

The number one priority every year is to maintain existing service levels.

Local Transit Recommendations FY13 – FY18 (in priority order)

1. **Connector Route Service** - Funding to provide 30-minute service frequencies throughout the day. This project directly facilitates job growth.
2. **Shuttle Service** - Funding to provide peak-period shuttle service to regional communities such as Urbana, Middletown and New Market that currently do not have any service. This project directly facilitates job growth.
3. **Paratransit Service** - Funding to expand paratransit service to meet growing demand.
4. **Facilities and Infrastructure** - Funding to expand administrative and vehicle maintenance facilities and to install additional passenger shelters and transfer centers.
5. **Technology Upgrades** - funding for real-time transit bus information system for connector and shuttle route buses and stops.

Regional Transit

MTA Commuter Bus

The #991 commuter bus service serves three total stops in Frederick County, the Myersville Park & Ride, Monocacy MARC station and the Urbana Park & Ride, carrying patrons to the Shady Grove Metro Station and point's south ending in North Bethesda. Currently, there are 17 a.m. southbound trips (7 starting in Hagerstown/10 starting at the Monocacy MARC Station) and 18 p.m. northbound trips. The County recommends the State continue to fund this important and cost effective service and consider providing additional service from US 15 at Monocacy Blvd. and connections to the City of Baltimore.

The 200 series Inter-County Connector (ICC) commuter bus service directly serves two stops in Frederick County on the #204 route at the Monocacy MARC station and the Urbana Park & Ride, that carry users to the College Park Metro/MARC station via the newly opened ICC (MD 200). Currently there are 4 trips departing from the Frederick County during the morning peak period and 4 returning from College Park in the evening. In addition, there are transfers in Gaithersburg to #201 which accesses the BWI Airport area (including Arundel Mills Mall, AMTRAK, MARC Penn Line and Baltimore Light Rail) and #202 which accesses the Ft. Meade/NSA campus.

MARC Commuter Rail

Current Brunswick Line MARC service from the Monocacy and Downtown stations includes three a.m. departures and three p.m. trains per weekday. These trains cannot stop at the Point of Rocks station because no platform is provided. In addition, there are 6 morning trains that stop at Point of Rocks and Brunswick (including 2 that start in Martinsburg, WV).

I-270 Transitway Study

The I-270 Transitway Study is carried over from the 2005 & 2006 priority reviews. The scope of this study is described below. An action recommendation included in the Master Transportation Plan (MTP) identified the need to conduct a detailed design/engineering study of the I-270 transitway within Frederick County. This study would go much further than the first transitway study conducted in 1991 that identified a more conceptual alignment for the transitway that has been on the County's regional plans since 1992. The cost of this study could be as much as \$250,000 depending on a final scope. There is potential contribution of \$250,000 from the applicant/developer of the Urbana Town Center Employment District MXD project east of I-270, on the southwest side of MD 355 and south of Park Mills Road that may be applied to the cost of this study. A preliminary scope would address the following:

- Determine feasibility of alternative alignments in the Urbana section.
- Determine feasibility of traversing the Monocacy Battlefield Park.
- Conduct a detailed engineering study to develop a plan & profile of an alignment.
- Identify station locations and parking needs.
- Identify yard and shop location.
- Analyze demand for reverse commute (North bound in a.m.) levels
- Provide funding for an additional local transit connection between the Urbana Park & Ride and the Monocacy MARC station.
- Consider alternative BRT options using the I-270 ETL lanes in lieu of fixed guideways

MARC Service Recommendations

- Construct new platform at Point of Rocks to serve Frederick Branch trains (Funding is requested for FY 2013 as the County's top non-highway MDOT priority).
- Increase number and frequency of trains on Frederick Branch
- Purchase additional passenger cars and locomotives to support more service on Frederick Branch.
- Construct signal improvements along the Old Main Line between Frederick and Point of Rocks to accommodate existing and expanded service.
- Increase rider-ship by increasing the frequency of service to the Frederick County MARC Stations, including reverse peak and weekend service.

Commuter Bus Recommendations

- Establish new service originating just north of Frederick City and in the northern part of the County with service to the proposed park and ride lot on Monocacy Blvd., the Monocacy MARC station and on to Shady Grove Metro.
- Establish additional premium commuter bus service in I-270 / US 15 corridor from Frederick County to various locations in northern Montgomery County as identified in the I-270 / US 15 multi-modal study.

- Establish service from the Frederick area to the Baltimore area. Explore feasibility of providing stop on this proposed route in Carroll County or Howard County to maximize ridership on this proposed route.

Bicycle and Pedestrian Facilities

This element addresses priorities for a network of off-street shared use paths, on-street bikeways, and pedestrian facilities. These facilities should not be looked at only as recreational resources but also as an integral part of a complete transportation system with options for all modes of travel. Implementing projects that provide for bicycle and pedestrian safety improvements and increased access to transit can also reinforce priorities. Increases in funding within the scope of future capital improvement programs could come in the form of the designation of sidewalk retrofit funds, safe routes to school funding, improved access to transit, bicycle and pedestrian safety spot improvements, on-street bikeway improvements and/or additional off-street shared use path projects.

Off-Street Shared Use Paths

The County's Bikeways and Trails Plan, adopted in 1999, identified several priority shared-use path corridors for implementation. This plan is being updated with a draft expected to be completed in 2012. The priority corridors will be subject to more detailed master plan study or design phase followed by construction. The Community Development Division would continue to be responsible for planning phases while the Division of Parks and Recreation would be responsible for the design and construction phases.

The goal of having in place in any given fiscal year, at least one shared-use path project under construction, one project in the design phase, and one project in the conceptual planning phase (preparing for design funding), has been included in the preparation of annual capital improvement program funding and should be continued. Completing missing links, establishing Safe Routes to Schools and coordination with local, state, and regional efforts such as the Grand History Loop Trail from Gettysburg to Washington D.C. should be a consideration in planning future priorities. Participants in the conceptual development of the Grand History loop project include representatives from Maryland DNR, the Rail-to-Trails Conservancy, the National Park Service, Anne Arundel County, the State of Pennsylvania, York County PA, and others.

Priority county shared-use path corridors, current project phase and the agency/jurisdiction responsible for them are as follows:

Planning

1. Monocacy River Greenway Phase I – between Tuscarora Creek and Ballenger Creek – (Frederick County, City of Frederick, National Park Service) *Part of Grand History Loop and identified as a priority regional Bikeway and Trail project by the Metropolitan Washington Council of Governments (MWCOCG) in 2008.*
2. H&F Trolley Trail Section 3 – Moser Road to Blue Mountain Road Section 2 between Water St. and Moser Road is complete (Town of Thurmont/Frederick County) *Part of Grand History Loop*
3. East Street / Walkersville Southern Rail with Trail – City of Frederick to Fountain Rock Park

Design / Construction

- Ballenger Creek Trail Section 3 – Construction of a paved multi-use trail between New Design Rd. and Ballenger Creek Elementary School was scheduled to begin 2011.

Municipal Projects: Design / Construction

- Rock Creek Trail – Carroll Creek Trail – (City of Frederick)
- Carroll Creek Linear Park Extension East to Patrick Street (City of Frederick CIP)
- East Street Path – Carroll Creek to MD 26 (City of Frederick CIP)

On-Street Bikeways

On-street bikeways include marked bike lanes, road shoulders, and signed shared roadways. The construction of new shoulders/curb lanes would typically be done as part of a government or developer funded upgrade/reconstruction project for the road itself. Highways with shoulders could be marked either by signs only or with signs and painted markings. Marking and signing of designated bike routes should also be part of routine and planned resurfacing or remarking of county highways on designated bikeways.

The 1999 Bikeways and Trails Plan identifies a number of priorities for the development of on-street bicycle facilities. These improvements would normally be part of roadway system expansion or reconstruction and not as part of a retrofit program to provide the bike lanes alone. Providing connections between existing on and off street bikeways and trails, residential and employment centers and establishing Safe Routes to Schools should again be a priority. The facilities and the jurisdiction are provided below.

Table 1: Frederick County Priority On-street Bikeway Corridors

Road Section	Start-End Points	Potential Bikeway Type	Jurisdiction
New Design Road	Elmer Derr Road to Frederick City Line	To be determined at time of resurfacing may include wide curb lane & shoulder on sections where width permits. Coordinate signage & marking issues in conjunction with Ballenger Creek Trail when it is constructed to New Design Road. Part of Grand History Loop.	County / Frederick City
MD 351 Ballenger Creek Pike	Crestwood Blvd to Elmer Derr Road	To be determined in Developer / SHA Project Scopes	County / SHA
New Design Road	Elmer Derr Road to Potomac River	Unknown, not currently in CIP. Part of Grand History Loop.	County

Pedestrian Facilities

In an effort to become more proactive with regard to improving pedestrian facilities in the County, two programmatic initiatives are recommended, one at the County level and the other for the State. As many parts of the County continue to develop at suburban and urban densities the need to provide missing links of pedestrian access to connect residential areas with schools, parks, and

employment areas will increase as well. In particular, the Libertytown, Urbana, and Ballenger Creek and other areas adjacent to schools have a number of needs that could be addressed by either the State or County programs. Future additions to any of these programs should focus on improving pedestrian safety throughout the county, particularly where school aged children are prevalent, and improving access to transit.

State Sidewalk Retrofit Program

This program has been in place for several years and provides local jurisdictions with a 50% match towards the construction of new sidewalks along *State* highways. The local jurisdiction is responsible for the other 50% of the construction costs as well as any design and right-of-way costs. There are areas in Brunswick and the City of Frederick designated as priority redevelopment areas that are eligible for 100% funding from this program. The only projects in Frederick County funded by this program in the 2011-2016 CTP are in Frederick City along US 40 and in Brunswick along MD 464.

Table 2: State Sidewalk Retrofit Projects in Frederick County

Project Extent	Length of Sidewalk	Local Match Provider	State Funding	% Complete	Transit Service
MD 464 - MD 17 N. Maple to 9 th Avenue	4,300'	Not Required	\$300,000	x%	No
MD 26 – Waterside Drive to Longmeadow Drive	2,600'	City of Frederick, 25%; Private, 25%	\$145,000 Requested -		Yes
MD 17 – Myersville	1,150'	Town of Myersville 50%	\$180,000 Project Requested – 50% match offered by SHA, Town pursuing funds for their portion of match		No

County Sidewalks / Safe Routes to School Program

Efforts continued this past year to establish a program similar to the state's that would focus on Frederick County sidewalks and establishing a Safe Routes to School Program. The program would focus only where there is sufficient existing, or easily obtainable, right-of-way. The Division of Community Development has developed the framework for a countywide inventory to identify where sidewalk improvements would be needed and establishing priorities for individual projects. Although the inventory would include improvements on State highways as well as County roads, the State highway improvements would be implemented through the State's retrofit program.

Once the inventory is prepared and implementation guidelines are established, the County could create and maintain a line item in the CIP specifically for sidewalks, pedestrian safety, and Safe Routes to School improvements. This funding could also be used for crosswalk and intersection improvements. This funding source would also be used as a source for local dollars for those projects that are in receipt of State or Federal funds but require a local match. County staff has formed a partnership to review Safe Routes to School needs and explore potential grant funded opportunities. As of January, 2011 over \$320,000 has been awarded to the County (plus another \$350,000 to the City of Frederick) as a result of this partnership. Most of the potential Federal Highway and State of Maryland grant programs are reimbursement based programs that have limited funding so program efforts have primarily been focused on non-infrastructure projects like education, encouragement, and enforcement programs. A sidewalk construction project along

Opossumtown Pike has been awarded funds for implementation in 2011. This effort involves staff or input from the Division of Community Development, the Health Department, County Sheriff's Office, Division of Public Works, County Municipalities, Frederick County Public Schools Facilities & Construction, and Frederick County Public Schools Transportation as the lead department.

Recommendation

- *Establish a County sidewalk & Safe Routes to School Program capital improvement program line item to use for matching sidewalk retrofit funds and implementation of priority improvements.*

State Community Safety and Enhancement Projects

Streetscape Projects

There are three projects in the County currently associated with this program, all of these projects have been deferred due to MDOT Revenue reductions. The County requests funding to be restored to these projects.

- Jefferson, MD 180 – US 340 to Old Holter Road (\$500,000) – Design (Accessed by Transit)
- Town of New Market, MD 144 — Royal Oak Drive to Eastern Town Limits (\$4.919 million) Construction
- Middletown, US 40A – Streetscape – Town Center Drive to Eastern Circle. This project was in the State CTP in 2004 for funding of design and engineering (\$294,000) but was put on hold due to lack of funding and has not been in the CTP since that date. The Town of Middletown supports this request.

Access to Transit Projects

A new line item has been added in MD SHA's budget to fund improvements that enhance pedestrian and bicycle access to transit around the state. Potential projects include:

County Projects - Access to Transit (State Highways / Rail Stations Only)

- Point of Rocks MARC Station Access Trail
- Monocacy MARC Station Access Trails – Reichs Ford Road to Rail Station and Rail Station to I-270 Technology Park / FSK Mall
- Jefferson Streetscape – Local Transit Serves west end of Streetscape project
- MD 85 at Grove Road - East and West Side Sidewalk from Lowes to McDonalds / Grove Road – Transit Stops is on Grove Road just off of MD 85 on east and at Corner of MD 85 and Grove on the west
- MD 180 south side from end of existing sidewalk just east of Valley Elementary School to bus stop at Jefferson Market (across from Post Office), this connects to western end of streetscape project
- MD 351 from Ballenger Center Drive to Solarex Court Bus Stop at MD 351 and Ballenger Center Drive (east side)
- MD 194 at Glade Road (Walkersville) – ADA issues

Municipal Projects - Access to Transit

City of Frederick

- MD 26 – Waterside Drive to Long Meadow Drive (Also requested as sidewalk retrofit)
- Access to and from Baughman's Lane to US 40
- Monocacy Blvd – new section from East Street to Patrick Street

Frederick Municipal Airport

A Master Plan Study for the Frederick Municipal Airport was completed in February of 2008. This study provides a guide for short and long-term improvements to the airport. In 2012, Reauthorization of Federal Aviation Administration came to fruition. For projects/improvements that are eligible for Federal Aviation Administration (FAA) funding the split is federal - is now 90%, down from previous levels in the 2000's of 95%. This question in this upcoming fiscal year, as well as the years to come up to 2015, is how the remainder will be split between the State and local counties and municipalities.

With the change brought about by the FAA Reauthorization and Modernization Act of 2012, the City is requesting that the formula at the State level be changed so to not further burden the airport sponsor and its partners at the County level. The City suggests that the amended formula be as follows: FAA – 90%, MAA – 7.5%, County and City 1.25% each.

For FY 2012/13 the City of Frederick has identified the following improvement project priorities for the Frederick Municipal Airport which would require funding from the Maryland Aviation Administration and/or the Federal Aviation Administration:

Federal

- **Restore ACIP Funding:** restore FAA Trust Fund funding to airports so that Frederick Municipal may receive grant reimbursements in the amount of \$13.65M in forward funded property acquisitions.
- **Bailes Lane Demolition and Runway 5/23 Extension:** funding for the demolition of current obstructions to Part 77, the extension of the runway 5/23 to 6,000', and the realignment of Taxiway A to maximize the capacity and revenue of the airport.
- **Airport Perimeter Road:** funding for the construction of a perimeter road and fence for improved security at the airport and allow better access for law enforcement to other areas of the City and County.
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State

- **Property Acquisition Funding:** fund the MAA proposed new standard portion of 7.5% towards the forward funded properties acquired by the City. MAA contribution would be \$1,023,750.00.
- **Perimeter Fence:** provide construction funding for the installation of a phased perimeter fence project

Appendix 1: MDOT CTP Major Highway Projects FY2012-FY2017 (\$ 1,000)

	Project / SHA Highway Program	Description	Project Status	Prior Funding (\$ 1,000)	FY 2012 Funding (\$ 1,000)	2013-2017 Funding Programmed (\$ 1,000)
	I-70 Phase 2D (MD355 to east of MD 144)	Widen I-70 east of MD 355 to east of MD 144; replace the I-70 bridge over Reich's Ford Rd.; construct new ramps from EB/WB I-70 to Reich's Ford Rd.	Under Construction, to be complete in 2013	0	14,080	19,919
	I-270 Bridges at MD 80 and at Bennett Creek	4 Bridge Deck Replacements over MD 80 and over Bennett Creek.	Under Construction.	2,727	5,645	2,411
	US 15 Catoctin Mountain Hwy at Motter Ave	Replace Motter Ave Bridge	Advertised for Construction	1,139	4,006	11,425
	I-70 Baltimore National Pike, Phase 4	Widen I-70 from Mt. Philip Rd. to US 340/15.	Engineering on hold. Need additional \$3.3 million (Eng.) & \$4.1 mill. (ROW).	PP only	0	0
	I-70/Meadow Rd.	Provide missing interchange movements to/from the west.	Costs for Project Planning shown do not include \$500k County share.	252	0	0
	I-270/US 15	Multi-modal highway & transit improvements between Shady Grove Metro Station and Biggs Ford Rd. (27.9 Miles).	Project on hold pending Montgomery County decision on a preferred highway. Additional breakout projects to be identified by Frederick / Montgomery County	18,542	25	0
	US 15/Monocacy Blvd. Interchange	Provide new interchange & Park+Ride	Final Design is proceeding with \$1.35 M contributions each from City and County. Amount shown reflects SHA share only. Design completion expected late Spring 2012	611	1,160	0
	MD 85 - Buckeystown Pike Phase I	Upgrade MD 85 to a multi-lane divided highway from south of Crestwood Dr to Spectrum Dr with reconstructed I-270 interchange.	Fully funded for Final Design. County funding \$1.5 million for engineering. Cost shown reflects SHA share only.	1,346	828	3,711
	MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike	Improve existing capacity and traffic operations from Greenfield Dr. to Corporate Dr.,	Project Planning underway with expected completion in 2012. County contributed \$500,000. Interim breakout projects being executed between City, County & SHA.	1,345	549	366
TOTALS - INTERSTATE, PRIMARY, & SECONDARY CONSTRUCTION, DEVELOPMENT, & EVALUATION PROGRAMS - \$ 1,000				Previous CTP This CTP	\$20,545 \$26,293	\$74,290 \$37,832

Appendix 2: Frederick County State Highway Needs Inventory

Appendix 3: Final 2011 Priorities Letter to MDOT